## AFFAIRS OF THE RAILWAYS.

Mr. Malott's Successful Receivership of the Chicago & Atlantic. V. T. Malott, receiver of the Chicago & Atlantic road, is preparing his final report to the court pending the foreclosure sale on Aug. 12. Mr. Malott was appointed receiver of the road in May, 1889, and the road in the year ending June 30, 1890, shows an increase in gross earnings over the pre-Vious year of \$519,000, and in net earnings of \$335,200. In addition to the ordinary track repairs, the receiver has ballasted with gravel seventy-six miles of track, taken out 111 condemned bridges, substituted iron drain-pipe, filled openings and made many other permanent improvements. There were taken out 9,704 feet of trestling, and two new iron bridges and abutments requiring 800 cubic yards of masonry were erected. Six thousand feet of condemned trestling was fully renewed.

The extraordinary repairs have required an outlay of \$350,000. The receiver has paid of ante-receivership indebtedness \$615,000, and of the Chicago & Atlantic railroad interest in the Chicago & Western Indiana railway, interest, and sinking funds \$222,-658. This makes a total extraordinary expenditure by the receiver of \$1,187,658, all of which came out of the earnings of the of which came out of the earnings of the road. Besides, the ordinary operating expenses were promptly paid and the company owes nothing for supplies, salaries, or, in fact, anything else. Judge Gresham speaks in very complimentary terms of Mr. Malott's stewardship. He says no receiver that he has ever appointed has been able to accomplish better results. Shortly after taking the receivership Mr. Malott appointed L. G. Cannon his general agent, and he has proved to be an official of much merit; the other officers of the road have merit; the other officers of the road have worked in harmony, and this has helped matters. In years past on this road there has been lack of harmony between the general officers, which had much to do with the crippled condition the road had gotten dered that the roads centering there

Traffic Heavy and Cars in Demand. The train records show an unusually

into both financially and physically.

week ending July 19. The movement this year exceeds that had been on that read twelve years in offiof the corresponding week of 1889 by 1,297 loaded cars, and that of 1888 by 3,120 loaded cars. There is an evenness in shipments of freights which helps to increase the earnings largely over what they would be were the shipments of freight in one direction heavy and in the other light. The Vandalia, for instance, last week brought in 992 and forwarded west from here 961 loaded cars. The St. Louis division of the Big Four brought in 996 and sent west 807 loaded cars. There were forwarded east over the Cleveland division of the Big Four 998 and 816 loaded cars were brought in. The C., St. L. & P. forwarded 589 and brought in 681 loaded cars. Shipments of grain east are much heavier than in June or early July, and in export business there has been considerable of an increase. Shipments of live stock continue heavy. Considerable wool is passing eastward. Cotton is not moving to any great amount. West bound the tonnage is so heavy as to excite comment. Seldom do the fall goods begin to come west until August, but this year shipments are already heavy. The north-and-south roads are doing a heavy south-bound traffic, but northward the business and-south roads are doing a heavy south-bound traffic, but northward the business is not as good as a month ago or even a week ago. Local business is governed by the cars which can be commanded to handle it and the power to haul it. The Louisville, New Albany & Chicago, with its new engines and leased locomotives, is way behind in moving its business. There are said to be fully six hundred car-loads of stone and lumber on the line awaiting power to move them. Neither line awaiting power to move them. Neither the Vandalia, the Pennsylvania nor the Indianapolis, Decatur & Western can fur-nish cars called for, and the roads are on the edge of the fall business. Local traffic with all lines is heavy beyond parallel. Not in years has there been so much building material to handle as this year, and the coal traffic is much heavier than at the corresponding period last year. It is stated that owing to the mildness of the last winter at most Western points coal-bins were not replenished in midwinter, as is usually the case, the first receipts being ample to last through the winter, consequently the coal firms all over the West have light holdings to enter the winter with, and are ordering the Indiana, Ohio and anthracite coals in large quantities. Most of the Ohio coal is going to the lake ports to be shipped to the north and northwest by boat. Freight men think that the outlook for business for the next-few months is very coal traffic is much heavier than at the business for the next-few months is very favorable. Below is given the number of cars received and forwarded at Indianapolis in the week ending July 26, as compared with the corresponding weeks of 1889 and

Name of Road.		Loaded cars, 1890.	Loaded cars, 1889.	cars. 1888.
L., N. A. & C. Air-line		358	308	307
L. D. & W		490	282	252
C., H. &D. (Ind'p'l'sdiv.)		949	931	627
L. E. &W.		594	712	412
	(I. & V	615	594	480
Penn. lines J., M. & I Chicagodiv.		1.043	979	884
		555	394	289
	Colu'b's div.	1,269	1,503	1,345
	(Springf'ld div	865	512	782
	Peoria, div	886	488	532
Big Four lines.	Chi. div	1,686	1,503	1,555
	Cin. div	2,275		1,826
	St. L. div	1,803	1,804	
	Clev.div	1,814		
Vandalia		1,953	1,868	1,784
Totals		17,155	15,858	14,035
Empty cars		5,026	STREET, STREET	
	THE RESERVE OF THE PARTY OF THE	-		-3

Total movement...... 22,181 20,460 18,257 There were handled at the Stockyards last week by the Belt-road engines 1,198 car-loads of live stock, against 743 loaded cars in the corresponding week of 1889; increase this year, 455 cars. This is one of the results of the roads centering here treating the shipper to this market squarely on the matter of weights.

There were transferred over the Belt road last week 13,256 cars, against 11,910 cars in the corresponding week of 1889; increase this year, 1,346 cars.

Personal, Local and General Notes. Last weeks the Indianapolis car-works turned out 148 new cars, the largest number ever built at the works in one week. H. C. Parker, traffic manager of the Lake Erie & Western road, is so much better that he expects to be at his office to-day. President Benedict, of the Chicago & Atlantic, who has been in Alaska for a month for the benefit of his health, hasre-

The train west over the Peoria division which departs from the Union Station at 11:45 A. M. hauls a coach which goes through to Hastings, Neb.

Charles Francis Adams is West again and this week will listen to grievance committees of which there are a number on the Union Pacific system.

All new freight equipments of the Lake Shore road are now provided with air-brakes, and all the old equipment is to be fitted up with this device.

The contract for the building of a new union station at Lafayette, Ind., in which the Big Four and Lake Erie & Western share the cost, will be let to-day.

Leslie P. Farmer, general passenger agent of the New York & Lake Erie railroad, has accepted the office of passenger commis-sioner of the Trunk-lines Association.

Charles F. Meyer, president of the Baltimore & Ohio, and E.-R. Bacon, president of the B. & O. Southwestern, have gone to Europe. They expect to be absent six weeks. P. H. Travis, one of the passenger conductors recently dismissed on the Pennsylvania lines, has purchased a farm in Larwill, Ind., and stocked it with good cattle.

Railroad officials who had expected certain amendments made to the interstatecommerce thw have given up all hope of anything being done this session of Con-

Geo. B. Colpass, chief clerk in the passen-ger department of the Chicago & Atlantic, has resigned to accept a good position on the Pacific Short-line now in course of construction.

Thomas Somerville, superintendent of the Martinsville branch of the Big Four fifth year in the service of that company, ten years of which he has looked after the relieve constipation of the bowels.

Martinsville branch, which, on its cost, is one of the best-paying pieces of road in the

Big Four system. The Norfolk & Western has secured full control of the Scioto Valley & New England road, and has also established a friendly alliance with the Chesapeake & Ohio Rail-

road Company. The Terre Haute & Indianapolis is building, at its shops in Terre Haute, eight passenger coaches, one of which was completed last week, and will build four new baggage cars.

The Pennsylvania proper and the Phila-delphia & Reading are having a brisk passenger-rate war on seaside excursion travel, and it is feared that the war will extend to the regular travel. On Monday next work will begin on the

new shops of the Toledo, St. Louis & Kan-sas City road at Frankfort, Ind. The management hope to get into a portion of the shops by March 1, 1891. F. E. Merrill, who, on the 1st of August, will take the position of superintendent of the St. Louis & San Francisco road, was for

four years trainmaster on the New York, Pennsylvania & Ohio road. The Pennsylvania lines west of Pitts-burg are keeping up their remarkable rec-ord of earnings, the net for June having

increased \$306,280 as compared with a deficit of \$79,851 in June, 1889. The Northern Pacific will spend \$7,000,000 in establishing its own terminal facilities at Milwaukee. It now uses those of the Chicago, Milwaukee & St. Paul at that point, and the contract expires Aug. 1,

On Aug. 1 the passenger department of the Baltimore & Ohio road west of the Ohio river will be removed to Chicogo. L. S. Allen, assistant general passenger agent, will be in charge of the company's affairs

at that point. The managers of some of the roads are quiet anxious, as an economical measure to re-establish an up-town union ticket office and do away with so many outside offices. It will hardly materialize until

The City Council of Terre Haute has ordered that the roads centering there shall erect gates at all the principal crossings in the city limits. Experience at Indianapo-lis has shown that the flags are safer and more convenient to handle promptly.

heavy movement of loaded cars for the latter part of July, there being quite a handsome increase over the movement of brightest railroad men in the West. He had been general superintendent of the enthe movement of loaded cars for the latWilliam Kerrigan, who died in St. Louis lat the desired effect, however, and all talk, for a time, ceased.
Those who are near the young woman's family were by no means satisfied with the tire Missouri system for several years, and cial position.

It is alleged that the Big Four, the Wa-bash and the Michigan Central have formed a pool for the purpose of gathering in the bulk of the Southwestern G. A. R. business for Boston. If the allegation proves true, rate matters will be a good deal dis-turbed before this week closes,

It is stated that there is not a division of the Pennsylvania lines west of Pittsburg that is not short of cars at the present time, and most of the equipment is employed in local service, which accounts for the handsome earnings the Southwestern lines are showing from month to month.

### PENSIONS FOR VETERANS.

Residents of Indiana and Illinois Whose Claims Have Been Allowed. Pensions have been granted the follow-

ing-named Indianians: Original—Asa O. Brown, Fort Wayne; John W. Stoop, Anderson; Mahlon Thompson, Marion; Noble P. Howard, Greenfield; I. Traub, Wheatland; Francis M. McCrocklin, Jamesburg; Willis Slaverns, North Salem.

Increase—Richard A. Harper, Vermont; Samuel T. Hook, Reese's Mill; Thomas M. Bowman, Pierceton; Byron Kurtz, McCordsville; William Schall, Edinburg; Henry P. Smith, Morris; John Campbell, Pendleton; Michael Eckert, Indianapolis; George W. Shreve, Anderson; John Tread-

Bredel, Chelsea; Crassey K. Cole, Atwell; John W. Bennett, New Lebanon; Peter Fromelet, Anderson; Elias Denoon, Zionsville; Joseph B. Dodge, derson; Elias Dencon, Zionsville; Joseph B. Dodge, Warsaw; Lewis Beck, Fetersburg; Presley Mains, Aurora; Isaac M. Jackson, Rushville; Biand Whittaker, Quiney; Thos. N. Taylor, Orleans; S. Sisco, Grandview; Jas. E. Cook, Indianapolis; John E. Harris, Bloomfield; Wm. Eversole, Jeffersonville; George Meyers, Hellersville; Isaac Hartman, Ellsworth; Jas. O. Agee, Ligonier; Levi D. Parker, Boston; Newton Allen, Monrovia; John A. Palmer, Nappanee; Peter Stinson, Angola; John Smiley, Franklin.

Reissue—Alex. Martin, Marysville.

Original Widows, etc.—Matilda S., mother of Price E. Cook, Elizaville; minors of Albert C. Fears, Prairieton.

Fears, Prairieton.

TO RESIDENTS OF ILLINOIS. Original Invalid—Wm. H. H. Marshall, Piasa;
Adolph Lengout, St. Francisville; James V. McGinn, Stone's Prairie; Moses St. Peter, Stanne.
Increase—Alex. Model, Bloomington; Isaac N.
Turner, Modest; James W. Murray, Bloomfield;
James McWhorton, Springfield; David A. McGill, Leamington; John R. Mathing, Elwood;
Alex. Hart, McLeansboro; George M. Brandon,
Fountain Green; R. Giblin, Sherman; W. Scarlitt,
Benton; C. W. Smith, Xenia; George A. Hoffman,
Lansing; George R. Watt, DeWitt; James W.
Scranton, Nebo; Alfred C. Wadsworth, Turner;
George W. Reese, Avona; Thomas McCrews,
Berryton; Elisha T. Fox, Sinclair: Thomas Barnett, Edwardsville; Abraham Fogle, Jewett;
Elijah Connor, Claremont; Lester Kenyon,
Bloomington; George W. Simmons, Ferris; John Original Invalid-Wm. H. H. Marshall, Piasa; Bloomington; George W. Simmons, Ferris; John Franklin, Watseka; Ben L. Beggs, Olga; Isaac B. Head, Neoga; John G. Ackerson, Lewistown; Fred Klammer, Shabbonna Grove; Nathaniel Ratliff, Batavia; George H. Kincheloe, Carmi; Frederick Forester, Trenton; Lambert Baker, Freeport; John Siemon, Quincy.

Original Widows, etc.—Minors of Daniel Fickers, Red Bud; Elizabeth, mother of William H.

Churchman, Decatur; Kate E. Gillespie, former widow of James V. McGinn, Stone's Prairie.

## Let Us Stand for the Right.

To the Editor of the Indianapolis Journal The Democracy seems to be all torn up over the prospect of having a free ballot. The old cry of "States' rights" and threats of nullification are heard from the same sources from whence they always emanate. A few years ago the same cry was raised when it was proposed to protect federal elections by the appointment of special deputy marshals and supervisors of elections. Their hypocrisy was manifest at the last presidential election, when they appointed and sent to the polls in this State more special deputies and supervisors of elections than had ever before been appointed in any former Republican administration. They talk about the danger of a centralized power! Why, these same Democratic organs were once in favor of using the federal power to invade any State in the Union, and even to make a police force of every citizen therein, to assist in searching for runaway slaves. No centralized government was too strong for them when a Democratic Supreme Court decided that a slave-holder could take his slaves, if he chose to, into free territory, and yet hold them as slaves, notwithstanding State enactments to the contrary. No, the trouble with the Bourbon Democracy is not that it is afraid of a centralized government, but because it knows its life depends upon the suppression of a free and honest ballot. This election bill will test the mettle of the Republican party. The people elected them because they promised that if elected they would see to it that a man's vote in Indiana should be equal to one in any other State in the Union. Let no Republican hesitate to give his indorsement of this bill. We can't afford to compromise with wrong in order to keep peace. Let the South boycott the Northern productions (she can't do it), and let it attempt nullification if it dare, but let us keep on the side of right and dare to act, though the heavens fall. The blood of thousands of men who bave given their lives for this same principal cries to us from graves scattered all over the South; but more cry out in the, name of the living thousands of American citizens, but not freemen, asking us to unite and with one voice say that they shall stand equal at the ballot-box with other citizens of this Republic.

### Indianapolis, July 25. Discouraging Summer Poets.

If you intend following literature as a livelihood, and can write prose with the same ease as poetry, by all means follow prose. Except where an author has a worldwide renown, or has a peculiar style of verse, as Will Carleton and J. Whitcomb Riley, poetry is a very poor bread-earning product, although it is a delightful and elevating recreation if it can be followed as such in connection with some other work or business.

MISS WHEELER NOT A COUNTESS. Her Marriage with Pappenheim Held to Be

Illegal-Heavily Encumbered Estates.

Philadelphia Times.

The announcement from Munich that the Prince Regent of Bavaria refuses to sanction the marriage of Count Pappenheim to Miss Mary Wistar Wheeler, of this city, oc-casions but little surprise to those who are familiar with the circumstances of the marriage and of the laws of Bavaria. It is well known that the date first set for the wedding was postponed in order, it was stated, to comply with the customs of the country. This is said to have been due to the fact that a relative of Miss Wheeler discovered

that it was necessary to make the marriage legal in order that the bride might have a title. The counts of Pappenheim are of the first order of Bavarian nobility, and have always stood near the throne. The family owns vast estates, but these have been heavily mortgaged by reason of the very fact of the position of the Count's family, they having to entertain royalty frequently. When the subject of the marriage to Miss Wheeler was first broaghed it is understood Wheeler was first broached it is understood that the mother of the Count was violently opposed to the union, as were a number of other relatives.

The Count's estates came to him heavily encumbered and there is no question that he had very little with which to support his title. So strong were the protests of the parents that the Wheeler family are said to have hesitated. The Count, like a true lover, however, labored hard to overcome these objections, and as his able aid in the delicate work he had his brother, Count Ludwig. Finally, all these scruples were overcome, the consent of the mother being obtained just twenty-four hours be-fore the Count led his bride to the altar. This seemed satisfactory to all parties concerned, and though it was well known that the consent of the Prince Regent was necessary to make the marriage fully binding, no effort had been made to obtain it. It is believed that the Count well knew that believed that the Count well knew that this was necessary, but hoped to obtain the Prince Regent's consent after Bavaria was reached. By some means the necessity of this consent became generally known in this country, and to smother any talk that it might occasion, friends of the Count circulated the story that a title had been purchased for Miss Wheeler. When the intended groom was interrogated in relation to it he refused to affirm or deny the rumor. It had the desired effect, however, and all talk, for a time, ceased.

way the matter was settled and looked at the whole thing with many forbodings. A number of them had investigated the Bavarian law and placed very little faith in obtaining the Prince Regent's consent. These fears, it seems, have now been real-

The Count's resigning his hereditary rights means that he gives up not only his right to succeed to all the estates that go to the eldest son, but the right of presenta-tion to the court of his monarch. This lat-ter, however, can be regained by the payment of the mortgage on the estate. The Count Pappenheim is understood to be a bankrupt. This is not by any fault of his own; he inherited bankruptcy from his father. Upon the vast estates there lies a heavy mortgage and it is believed that the Wheelers have determined to pay this off and place the Count and Countess Pappenheim upon a court footing. Under the laws of Bavaria the municipality in which the Pappenheim estates are located hold them until the debts are paid off. Out of this the Wheelers propose to take them. No such payment as 500,000 marks a year will be made out of the Countess's dowry, however, for the simple reason that she has not that much money. Those who are thoroughly familiar with the subject say that her wealth does not exceed \$500,000. The entire value of the estate is not over \$4,000,000, and there are seven children. The utmost that the Countess will ever be worth will not exceed \$1,000,000, not a large sum for a countess in Europe, nor great

wealth in this country.

The doubtful title of countess is one that has been dearly paid for by Miss Wheeler, it is thought by a number of those who are familiar with the facts. It was commonly said that all the expenses of the Count, his brother and their courier were paid while they were in this city by the Wheeler fam-ily. The Count's bills at the Hotel Bellevue, where he occupied four rooms, the best suite in the house, were paid by him in person, proprietor Boldt says. At the end of his stay he came to the office and handed over the amount in cash. All his various entertainments in this city were paid for in the same way, he never using checks for the purpose.

checks for the purpose.

The marriage was viewed with many forebodings for the young woman by her friends. Her husband did nothing to create a favorable impression. His age, his conduct while here and his rude ways were in striking contrast to the refined young woman who was to be his bride.

The Count Ludwig, his brother, was much more popular. He, too, is said to have tried a venture in the matrimonial field while in this city, which was not as

field while in this city, which was not as fortunate as his brother's. He is said to have proposed to a well-known debutante of last year. The vision of the brother is said to have been before the young woman. and she declined the chance for a title.

## TREASURY FIGURES.

The Question of Surplus or Deficiency Can Very Readily Be Figured Out.

The most confusing and alarming statements have been made in regard to the condition of the finances of the country as they will be found after the legislation of the present Congress takes effect. Counter statements have been made to the effect that all is well, and that there will be no deficit. Amid conflicting opinions almost any inference can be drawn, but a slate and pencil properly used in connection with the following facts will go a great ways in elucidating the problem. The figures all relate to the present fiscal year.

The revenues from all sources, under existing laws, will be \$450,414,000; the appropriations, annual and permanent, including the sinking fund, \$462,628,453. There is

a surplus of \$50,000,000. In round numbers the surplus will, therefore, be reduced to \$38,000,000 by the end of the fiscal year, but there will still be a surplus. If the Mc-Kinley bill passes, and reduces the revenues \$60,000,000, as proposed, there will be a deficit of \$12,000,000. To offset this the sinking fund act can be appended which will fund act can be suspended, which wil leave in the Treasury \$49,000,000.

It will be observed that if the estimated revenues under the McKinley bill are as stated, the Republicans can have either a deficit of \$12,000,000 or a surplus of \$37,000,-600, depending on whether they continue or vote to suspend the sinking act. As a matter of fact nobody can tell within millions what effect the McKinley bill would have

upon revenues, but it is clear that the question of deficit or surplus depends purely upon what is done in regard to the sinking As a mere matter of information it may be stated that the increase of appropriations over last year will be at least \$67,260,-000. The appropriations to be made under the dependent pension act are not included. They will not be made until next session.

### They will reach \$36,000,000 per annum, not quite as much as has been claimed. Statesmen Being Ploughed Under.

Hartford Courant. Northern observers are at last beginning to discover that an unusual disturbance of some kind is going on in Southern Demo-cratic politics. The Southern Democratic politicians and journalists had the knowl-edge forced on them some time ago. They have seen, with the natural and appropri-ate emotions, one snug little junto of party managers after another, and one flourishing personal ambition after another, ploughed under by the inexorable organized South-ern farmer; and many a distinguished statesman of those parts—distinguished as modern Southern statesmen go-is listening, very unwillingly, to an inward voice

which says: "That fate is thine—no distant date; Stern ruin's ploughshare drives, elate, Full on thy bloom. Till crushed beneath the furrow's weight,

Why Peaches Are Five Cents a Piece.

Shall be thy doom!"

Philadelphia North American. The failure of the peach crop could not that comes from an orchard in this State near the Maryland line. There are in that orchard twenty-five thousand peach trees, and last year these produced fifteen thousand bushels of fruit. This year the entire product of the orchard is one peach. This is an exceptional case, to be sure, but it furnishes an idea of the damage done by a mild winter and frosty spring, and makes us understand why peaches are retailed at

5 cents a piece. Simmons Liver Regulator has never been known to fail to cure sick headache. BUSINESS DIRECTORY.

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WO BELTING and EMERY WHEELS. W. B. Barry Saw & Supply Co.
132 & 134 S. Penn. st. All kinds of Saws repaired.

SMITH'S DYE WORKS 57 NORTH PENNSYLVANIA ST. Gents' clothing cleaned, dyed and repaired. Ladies' dresses cleaned and dyed.

BINDERS, REAPERS AND MOWERS. Headquarters for Indiana, McCormick Block, Indianapolis, Ind. J. B. HEYWOOD, Manager.

WOOD, CHAIN and WOODEN FORCE PUMPS. Dealers in Iron Pipe, Driven-well Points and all Driven-well Supplies. 197 and 199 S. Meridian st. ACCORDION

COMSTOCK & COONSE,

PLAITING, By MISS COBB. Price, 3712c per Yard.

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Teeth without plates, or crown and bridge work, a specialty. Vitalized Air administered.

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## LUMBER.

and Mississippi street.

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New Laws, New Rulings. Every soldier or soldier's widow should send to the Old Established Claim Agency of P. H. FITZGERALD and get his 12-page pamphlet on War Claims and copy of new law. Mailed free. P. H. FITZGERALD, 6812 East Market street, Indianapolis, Ind.



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NEW YORK STEAM DENTAL CO. From \$4, \$5, \$6, \$8, \$10, to \$50 per set. All kinds of fine dental work at reduced prices. Fine gold filling at \$1 and upward. Silver amalgam, 50 cts, and 75 cts. Teeth extracted for 25 cts. Teeth extracted without pain. All work warranted

A. P. HERRON. Manager. Rooms 3 and 4, Grand Opera-house. ADAMANT WALL PLASTER. The new, cheapest and best Wall Plaster known to the trade. Manufactory at 106 West Maryland at. INDIANA ADAMANT PLASTER CO.

BRILL'S STEAM DYE-WORKS 36 & 38 Mass, ave. and 95 N. III, st. Gents' Clothes cleaned, dyed and repaired. Ladies' Dresses cleaned and dyed. Velvets and Seal Skins refinished, etc.

J. R. RYAN & CO.,

Commission Merchants, Wholesale Dealers in

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Absolute safety against Fire and Burglar. Finest and and only vault of the kind in the State. for the safe-keeping of Money, Bonds, Wills, Deeds, Abstracts, Silver-plate, Jewels, and Val-uable Trunks and Packages, etc.

S. A. Fletcher & Co. Safe Deposit JOHN S. TARKINGTON, Manager.

INDIANAPOLIS STEEL ROOFING AND CORRUGATING CO. OFFICE & FACTORY, 25& 25 E.SOUTH ST., INDIANAPOLIS, IND.

[OFFICIAL.] COPY OF STATEMENT OF THE CONDITION

## CUT, BAND, and all other Belting, Emery Wheels and Mill SAWS Provident Life and Trust Company of Philadelphia Supplies. Thinois street, one square south SAWS Provident Life and Trust Company of Philadelphia On the 30th day of June, 1890.

Located at No. 409 Chestnut street, Philadelphia, Pa. Cash on hand

Real estate unincumbered.

Bonds owned by the company, bearing interest at the rate of — per cent., as per schedule filed.

\*\*So.145.52\*\*

1,128,333.38\*\* Loan's on bonds and mortgages of real estate, worth double the amount for which the same is
mortgaged, and free from any prior incumbrance.

Debts otherwise secured.

6,582,565.00

7,696,851.25

1,601,227.03 Total liabilities......\$15,050,618.00 The greatest amount in any one risk, \$30,000.

State of Indiana, Office of Auditor of State.

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company, on the 30th day of June, 1890, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 23d day of July, 1890.

BRUCE CARR, Auditor of State.

[OFFICIAL.]

COPY OF STATEMENT OF THE CONDITION

## CALIFORNIA INSURANCE COM'Y

On the 30th day of June, 1890.

Located at No. 318 California street, San Francisco, Cal. The amount of its capital paid up is...... 600,000 THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Real estate unincumbered.

United Snates 4 per cent, bonds, market value.

Corporation and railroad stocks and bonds, as per schedule, market value.

Bank stocks, as per schedule, market value.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance.

Debts for premiums. All other securities..... Total assets...... \$1.232,905.69 LIABILITIES. Losses unadjusted...
Losses adjusted and due...
Losses adjusted and not due...
Losses in suspense, waiting for further proof...
All other claims against the company.
Amount necessary to reinsure outstanding risks... Total liabilities.

The greatest amount in any one risk, \$15,000.

The greatest amount allowed to be insured in any one block, \$25,000.

State of Indiana, Office of Auditor of State. I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company, on the 30th day of June, 1893, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 24th day of July, 1890.

BRUCE CARR, Auditor of State.

> [OFFICIAL.] COPY OF STATEMENT OF THE CONDITION

- OF THE -

On the 30th day of June, 1890.

Located at No. 146 Broadway, New York. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: filed, market value.

Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance.

Debts otherwise secured.

Debts for premiums.

All other securities. Total liabilities...... \$459,522.56

State of Indiana, Office of Auditor of State. I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1890, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 25th day of July, 1890.

BRUCE CARR, Auditor of State.

[OFFICIAL.]

COPY OF STATEMENT OF THE CONDITION

## - OF THE -FIRE INSURANCE COMPANY

On the 30th day of June, 1890.

Located at No. 51 Prospect street, Hartford, Conn. CHARLES R. BURT, Secretary. J. D. BROWNE, President.

CHARLES B. BURT, Secretary.

The amount of its capital is \$1,000,000

The amount of its capital paid up is 1,000,000 THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand, and in the hands of agents or other persons. \$193,201.99
87,550.00 Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance..... LIABILITIES. \$80,274.05 The greatest amount in any one risk, \$10,000.

The greatest amount allowed to be insured in any one block, \$10,000.

State of Indiana, Office of Auditor of State. I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above mentioned company, on the 30th day of June, 1890, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 23d day of July, 1890.

BRUCE CARB, Auditor of State.

> COPY OF STATEMENT OF THE CONDITION - OF THE -

[OFFICIAL.]

## Lloyds Plate-Glass Insurance Company On the 30th day of June, 1890.

Located at No. 36 William street, New York city. J. G. BEEMER, President. W. T. WOODS, Secretz
The amount of its capital is.
The amount of its capital paid up is. THE ASSETS OF THE COMPANY ARE AS FOLLOWS: Cash on hand, and in the hands of agents or other persons..... market value.

Debts otherwise secured, including interest accraed not yet due, not in, market value...... 76,214,58 Commissions to be due on agents' balances..... 2,746.13 State of Indiana, Office of Auditor of State. I. the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1890, as shown by the original statement, and that the said original statement is now on file in this office.

[SEAL.] In testimony whereof, I hereunto subscribe my name and affix my official seal, this 23d day of July, 1890.

BRUCE CARR, Auditor of State.

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